In an obscure corner of our city, and at an unfrequented house, weekly, on Wednesday night, as we are informed, a band of persons, variously estimated at between one and two hundred, assemble together as "Know Nothings," and hold secret conclave. Of what they do or say, we of course are ignorant, but we think it reasonable to presume that they differ in their practiples and objects in no wise from the Northern associations bearing the same inviting name. As to what the avowed aims of the latter are we have taken repeated occasions to inform our caders. We will sam thera up again, however, in a few words. First, a vite crusate against all of our adopted citizens, the end of which will be totally to disfranchise them. Secondly, an unholy persecution of a denomination of professing Christians, for worshipping God according to the dictates of their own consciences, the effect of which will be tosubvert one of the main pillars of our polincal fabric—freedom of religion.

We shail deal with these people as they deserve to be dealt with, not gingerly as some have done, but as conspirators against the liberties of the land—as graitors to the constitution of their country. They have organized themselves in a secret association to accomplish certain political ends. If we understand these ends aright, tuey sap the foundation of public liberty by striking a death-blow at religious toleration, and destroy the political equality of our citizens by deflowering a large portion of their privileges, and this, too, without cause. So understanding their objects, we should be recream to our duty as a journalist if we failed to denounce the treason, or to show off in their proper colors the traitors. We know uone of the members of this conspiracy, but are satisfied that there are many who have enlisted in the association through ignorance of its designs, founders for novelty, or from a naturally inquisitive spirit. To these we do not wish to be unstanded to apply.

But there is another class for whom we do mean them especially, and

existence in their midst.

We live in a free country, where every man has an inalienable right to entertain and express his own opinions—where no law or subject is too sacred for criticism and inquiry, and, if needs be, for revision or repeal. If we lived under a despotism—where freedom of opinion was not tolerated, where liberty of speech was accounted treason—then there might be excuse or reason for a secret association to effect reditional ends, but in free America, there is none.

A word in conclusion, to the democratic party of A word in conclusion, to the democratic party of Petersburg. They have the political ascendancy in the city. If they wish to maintain it let them be chary of wandering into other fields in search of other principles. But we are satisfied that they are in no need of advice on this subject. Always the jealous guardians of the constitution hitherto, we are sure that none of them now meditate a ruthless violation of that instrument. We shall recur to these "Know-Nothings" again.

THE KNOW NOTHINGS IN CALIFORNIA.

(From the Alta California, May 27.)

The mysterious association called the Know Nothings, appears to have apread its branches until one of them has cast its shadow on the Pacific shore. The Know Nothings, as near as they can be understood, of their doctrines or intentions fathomed, are a secret political organization, strongly native American in its feelings, and organized for the purpose of acting politically, with the intention of curtailing the political privileges of persons of foreign birth or oescent. They are in fact a re-organization of the native American party in a new form, and, adopting all their principles, intend making a secret application of them, which they have already very effectually done in some of the cities of the East. In New England, particularly, have they been very successful, and have in a few months spread

East. In New England, particularly, have they been very successful, and have in a few months spread as far as Maryland.

We do not believe there is a State in the Union where the proscriptive and sectional principles of nativeism would be apt to meet with so little favor as in California. Here, where so large a portion of our population is not "native and to the manor born," we in our daily intercourse meet with them, have acquired more enlarged views in relation to foreigners than could possibly be obtained in the Eastern States, and we know that some of our best and most enterprising citizens were born upon another shore than ours. We had believed that the doctrine of nativeism had been exploded long ago. Their peculiarity consisted in a desire to virtually

other shore than ours. We had believed that the doctrine of nativeism had been exploded long ago. Their peculiarity consisted in a desire to virtually deprive foreigners, who had cast their lot amongst us, of any political rigats, demanding a residence in the country of twemy one years, as necessary to give the right to vote. It seems to us too late in the day to urge any such principles, and particularly in our cosmopolitan State and city.

A secret political organization must of necessity be an evil. People who "know nothing," are to a certain extent responsible for nothing, and their toodes and means of action being unknown, are, of course, liable to abuse. A great check upon the viis liable to result from political organizations, is the fact of their openness to the public gaze and their responsibility to public opinion for whatever they may do. We have no desire to quarrel with any for a difference of political opinion, but we must confess to a decided preference that the operations of politicians as a body should be exposed instead of concealed, that if we have a disposition to differ, we may know with whom and with what we are differing.

(From the Jersey City Sentinel, June 23.)

(From the Jersey City Sentinel, June 23.)

ORDER OF UNITED AMERICANS.

The order of United Americans was established in the year 1845, by thirteen gentlemen of the city of New York. Then first meeting was held in Chrystic street, where the constitution was drawn up, and the formation of Alpha Chapter, No. 1, was accomplished. Among the original thriteen we find the names of Thomas R. Whitney, Simeon Baldwin, Wm. W. Osborn, and other prominent men, who are still much attached to the now great institution which they had the honor of originating. The order had much to contend against—the opposition of adopted citizens, and the prejudice of their own countrymen—which had a tendency of retarding the growth to so great an extent that fears were entertained of their downfall before they were fully established; but those fears have long since vanished, and to day we find the order, not only in one city and State, but in no less than seven, with every prospect of being extended to seven more in less than two years time; and if we count anything on the spread of American principles, every State in the Union can boast of their Chapters and Chanceries ere long. Although the order is secret, its principles are well known, and as they spread themselves over our country, and receive the anathemas of political tricksters and party demagogues—native as well as foreign—who use their every exertion to overthrow them whenever they attempt to establish themselves; but their opposition has not only helped to build up the order as pread their principles, but has also caused the political death of its enemies. For the benefit of our readers, we will mention one instance of this opposition towards the order, as manifested toward a Chapter, in this State:—About three years since averal poung men of Orenge, held a meeting and concluded to form themselves into a Chapter, under the apprepriate and reverential name of Washing.

accordingly made, and the Chapter instituted under the most favorable amspices; everything worked well for about two months, and the expectations of the applicants seemed to be fully realized. This could not last always, for as soon as the foreign and native demagogues became aware of the rapid growth of the order, there seemed to be a natural understanding between them to overthrow it; the indication of their hatred became apparent to the members of the chapter in a very short time, but the first open intimation they had of their enmity was a notice to leave the rooms wherein they had held their meetings. Nothing daunted, the Chapter still held their meetings, sometimes at the residences of the members, and other times in the woods, as it was impossible for them to procure a public room, the opposition and prejudice against them being so strong. Their repronents now seemed to be satisfied, as they no doubt thought the Chapter to be dead; but they were mistaken, as they found out on the 2d of August, 1852, when they held their anniversary, and turned out about one hundred strong. After that event, public opinion began to change, and it was generally admitted by all classes that the members of the order had the appearance of men, and asted like Americans. The Chapter soon found a hall to meet in, and as they have grown in importance and numbers, many favors have been shown them, and opportunities offered for advancement which have not been lost sight of, and now we can point to Washington Chapter, No. 7, O. U. A., of New Jersey, as one of the most prosperous Chapters in the States. This is a brief history of but one Chapter, and if the history of every Chapter in the order was known, it would be found that they all had this opposition to contend against; which has only been the means of advancing their growth and prosperty; and, as they now have become an important element in our country, they have found many fawning friends, who will remain only such as long as the order continues to prosper.

will remain only such as long as the order continues to prosper.

The arrangements for the celebration of Independence in this city, by American Chapter, are nearly complete, and should the day prove line, will eclipse any celebration ever held in this city. In addition to the Chapters of this State, some two or three are expected from New York. The military arrangements will be under the direction of the Jersey Continentals, Capt. Pollard, who have invited several companies, the following having received the invitation and will be present:—American Continentals, Captain Hand; American Riffes, Captain Cory; and another company, of Newark; Morgaa Riffes, Captain Helme, of New Brunswick; and the Ellis Guard, Captain Samuel Ellis, of this city. The line of procession will form about twelve o'clock, and move at precisely one, passing through our priacipal streets to the First Presbyterian church, where the oration will be delivered by Jacob Broome, Esq., together with other appropriate exercises, which will be made known by published programme in due time. After the exercises in the church the guests will take dinner about five o'clock, and in the evening the members of the order will witness the fire works, of which a splendid display will be made, including their own piece, described in another part of this column. Adkin's full band is engaged by this Chapter, who will be present in uniform, and accompanied by a drum-major. As we said before, should the weather be pleasant, the Fourth of July will be celebrated in true American style, and will no doubt be long remembered by our citizens.

An elegant piece of fireworks is being prepared at the laboratory of the Messra. Edge, for the O. U. A.'s on the coming Fourth of July. It will be about twenty feet square, representing the arm and hand grasping the "insidious snake," surrounded by an American shield; over the top of the same is a large spread eagle; undernoeath and surrounding the shield will be represented a branch of oak, with leaves and accorns, the whole re to prosper.

The arrangements for the celebration of Indepen

independence. Putnam Chapter, of New York, are to hold a of independence.

Putnam Chapter, of New York, are to hold a public meeting at the Broadway Tabernacle on the 28th instant, and among other exercises of the evening a set of splendidly gotten up resolutions will be presented to the Hon. Thomas R. Whitney, by that chapter, for the noble stand he took in defence of American principles while in the State Senate last winter. Charter Oak Chapter, of the same city, have also prepared resolutions and a splendid Bible, which will probably be presented on the same evening. The members of the order are to appear in regalla.

A new chapter was instituted at Elizabethtown last evening, and will be known by the name and number of Putnam Chapter, No. 18. A number of the members of the order from this city and Newark were present, and took part in the exercises. The chapter is started under favorable auspices, and will no doubt meet with success, as the American feeling is strong in that place.

In Rahway, the O. U. A.'s will take a prominent part in the celebration of the Fourth of July; in addition to rich banners, flags, regalias, &c., they will carry a magnificent temple of liberty, on a platform drawn by four comparisoned houses.

THE C. U. A. IN NEW YORK.

There will be a native American demonstration in this city on the evening of the 28th, at the Tabernacle, when the members of Putnam Chapter N. 8, Order of United Americans, will present Hon. Thomas R. Whitney, Senator from the Fourth district, and A.G. S. of the A.G. C., with a testimonial of respect. Addresses will be delivered by several members of the order.

Musical and Theairteal.

Broadway Theatre.—The dramatic selections for this evening are of that light and amusing character which can hardly fail to draw a large assemblage of the patrons of the metropolitan theatre. Mr. Marshall is always introducing variety, as regards his theatrical representations; and hence his great success. To-night Mr. and Mrs. Williams are to appear in three pieces: the first is "Born to Good Luck;" the next is a new dramatic monologue, entitled "Mrs. Williams at Home," and the last, the drama of "Barney the Baron." Musical and Theatrical.

"Barney the Baron."

BOWERY THEATRE.—This establishment, under the direction of Mr. Valdron, is as popular as ever. Here, too, variety seems to be the order of the day. The play of the "Stranger" will commence the amusements—Mr. Goodall as the Stranger, and Mrs. Macready as Mrs. Haller. The next feature will be the ascension of Madame Olinza on the tight rope from the stage to the gallery. Miss Herring will sing a new song, and all will close with the drama of "John Avery"—Mr. Johnston as the miser.

N'RIO'S GARDEN.—This well ventilated establish.

N'ELO'S GARDEN.—This well ventilated establishment seems to be as largely patronized as ever, notwithstanding the great heat of the weather. It would seem the performances of the Ravels will always draw large and respectable audiences. The beautiful ballet of "Uriel," with M'lle Yrca Mathias as Uriel, will commence the amusements. This will be followed by the comic pantomime of "Jocko"—Marzetti in his inimitable representation of the ape. NATIONAL THEATRE.-Mr. Purdy, the active and

nergetic manager of this popular resort, continues o supply his patrons with every variety of dramato supply his patrons with every variety of drama-tic entertainments. He has engaged at present, three favorite artists—Mr. J. G. Hauley, the tragedian, Herr Cline, the accomplished rope dancer, and Mr. Locke, the Yankee comedian. The pieces for to-night are the "Stranger." Herr Cline will follow, with dancing on the tight rope, and the comic drama of a "Wife for a Day," will conclude all.

AMERICAN MUSEUM.—The dramatic selections for this afternoon are "Away with Melancholy" and the "Lettery Ticket." In the evening, the new comedy entitled the "Hope of the Family," will be played. Besides the performances in the saloon, the visiters have the privilege of viewing the various curiosities with which the establishment abounds. CHRISTY'S MINSTRELS.—Those who wish to hear

simple but sterling negro minstrelsy should visit 472 Broadway. The most amusing performances are announced for this evening. Several favorite melodies, violin and banjo solos, the concert à la Jullien, and equisite dancing. Wood's MINSTELS.—The new burletta called

"Black Doughas," is a very amusing performance, and affords great merriment to the visiters; it will be repeated to night. There will also be negro melodies, instrumental performances, and lancing. The hall is well filled every night. BUCKKEY'S SERENADERS .- Since the introduction

BUCKKEY'S SERENADERS.—Since the introduction of burlesque opera at this popular place of amusement, the house is crowded every night. "Cinderella" has been produced in fine style. The scenery is beautiful, the dresses elegant, and the singing and music of a very superior order. "Cinderella" will have a successful run.

HIPPODROME.—The equestrian and other exercises which are given at this establishment are very much admired. As we have no programme of the performance we cannot particularize the various feats of the evening. We therefore refer our readers to the advertisements.

AMERICAN MINSTRELS.—This band, which is a AMERICAN MINSTREES.—This band, which is a selection of the best negro delineators, under the direction and management of Mr. W. B. Fuller, leaves the city to-day for Demerara and the West ladia islands, by the bark Princetown. As they are composed of first rate violin and banjo performers, and also good vocalists, they no doubt will be successful.

A"HAPPY FAMILY."—One John Carey was brought before the police court in Worcester on Friday, on the charge of keeping a disorderly house. Although it was shown, says the Worcester Transcript. that Carey, his wife, and six children two colored women, two pigs, three dogs, four pupples, and several hens, all lived in one kitchen and bedroom, there was no proof that the charge was true, and the defendant was allowed to return to the embrace of his "happy family."

SHIP BUILDING IN NEW YORK.

Number on the Stocks—Large Amount of New Oraft, &c., &c. Below will be found the result of a recent visit to he ship yards of New York and immediate The list embraces the produ

twenty-two different firms. The yards extend or the East river, from the foot of Stanton street to as high as Forty-second street. But ten of them are on this island, one or two having lately removed to Greenpoint, on Long Island, the increasing popula-tion having crowded them out of the city. We understand one or two of the remaining few will shortly make a similar move. At Greenpoint, which has become during the past two or three years quite a populous place—indebted in a great measure to these industrial establishments—there are eight shipbuilding firms, several of them doing a large business. The most extensive is that of Mr. William Perine, late of the firm of Perine, Patterson & Stack, of Williamsburg, where his former partners carry on separate firms. The other yards noticed out of the city are those of Isaac C. Smith & Son, and Capes & Allison, at Hoboken.

The business of shipbuilding is in a very active state, and it is anticipated that nearly one-half as many more vessels will be launched in 1854 than ever left the stocks during any prior twelve months

The statement annexed embraces the number, class and size of every vessel launched since the close of 1853, and those remaining on the stocks. Compared with other periods within the past three or four years, the demand for steamers, particularly of a large class, does not appear so great, although the profits from those now in employment is represented to have never been so good, owing princi-pally to the great increase in the commerce and traffic between this country and Europe.

We commence with the NEW YORK YARDS.

Launched. Jan. 14.—Steamship Orizaba, of 1,200 tons, for Morgan & Harris's New Orleans and Vera Cruz mail

tons, for New York pilots. April 25.—Ship Robert Carnley, of 900 tons, for

the New York and New Orleans business.

May 6.—Steamship Nautilus, of about 900 tons, for Harris & Morgan's New Orleans and Texas mail

June 24.—War steamer Santa Anna, of 500 tons, for the Mexican government.

On the Stocks.

Two ships of 1,700 tons each, for J. Griswold's New York and London packet line. War steamer General Iturbide, of 500 tons, for

the Mexican government, of the same model as the Santa Anna, mentioned above. Their length on deck is 165 feet, beam 27 feet, and depth of hold 12 feet. Each will be fitted with double oscillating engines from the Farren Iron Works, with cylin ders 36 inches in diamer, 33 inch stroke. They are well built, live oak vessels, and each will carry fourteen guns. The Iturbide will be launched in about a week.

A freighting ship of 1,600 tons, for Alexander M. Lawrence.

This firm has also just laid the keel of a steamship of 2,400 tons, to fill the place of the Humboldt in the New York and Havre line. She is to be called the Arago, after the celebrated French astronomer. Her dimensions will be the same as the Humbeldt.

All the above measurements are by government calculation.

WM. H. WEBB. Launched.

May 10 .- Ship Harvest Queen, of 1,400 tons, for C. H. Marshall & Co.'s line of Liverpool packets. May 14 .- Ship Cultivator, of about the same tonnage, for J. O. Ward; also for the Liverpool trade June 5.—Brig Houston, of 600 tons, for the Texas

trade; owned by Wakeman, Dimon & Co. June 7.—Ship Thornton, of 1400 tons, for Williams and Guion's Liverpool line.

On the Stocks. A steamship of about 900 tons, for Palayo, Pardo & Co., of Havana: will be launched in about a fortnight.

A ship for Cornelius Grinnell, of about 1,600 tons, for the Liverpool trade. A ship for Jas. Foster, Jr., of about 1,350 tons, for

the same trade. A ship for Stanton & Thompson, of about 1,000 tons, for the New Orleans trade.

The above tonnage is by custom house measure-

THOS. COLLYER. Launched.

Feb.15 .- Brig Handy King, of 430 tons, for the Mobile trade : owned by Capt. Post. April 22.-Ship Knickerbocker, of 1,000 tons owned by Stanton & Thompson.

March 21.—Steamtug J. D. Secor, of 150 tons; owned by the builder, Capt. Brown, and Mr. Stedwell. Engine built by J. D. Secor. In May-A propeller of 450 tons, with a steamer

fitted on board, to be used for clearing Charleston harbor, in which city she is owned. On the Stocks. A steamboat of about 450 tons, for Glencoe. She

is 200 feet long, 32 wide, and 81 deep. Machinery from Cunningham & Belknap's foundry. ROSEVELT & JOYCE.

Launched. A three master schooner of about 600 tons, for A. A. Low & Brother.

Schooner Emily, of about 300 tons, for D. C. Free On the Stocks.

A ship of 2,000 (C. M.) for Everett & Brown. She is 215 feet long, 46 wide and 29 deep. Also a ship of the same dimensions, for Mr. Daniel

D. Bacon. of Boston. WILLIAM COLLYER.

Launched.

MARCH 16.—Steamship Cahawba, 2,200 tons, now running between this city and Mobile, via Havana. In April a dredging machine of about 80 tons. This was built on an improved principle, enabling a much greater quantity of work to be done at a considerable less expense than by the old machines. MAY 20 .- Steamer R. L. Mabie, of 148 tons, for

towing in this harbor. JUNE 15 .- Steamer Mercury, of 208 tons, also for

towing here. Owned by Livingston & Rogers. Mr. Collver launched all the above from the foot of Nineteenth street, East river. He has since removed to Greenpoint, where he is at present engaged in fitting up a new yard. He has no work on hand JOHN ENGLISH.

Launched. In March, a steamboat of about 900 tons, to ply between Boston and Bangor.

On the Stocks. A steamboat for Sandford's New York and Philadelphia line, of about 900 tons.

A steamboat for the Parker Vein Company, of about 1,500 tons. Messrs. Boardman & Guion, of the Neptune Iron Works, supply the engines for

A steamboat of about 500 tone, for the Peck slip ferry. SMITH & DIMON.

This firm has launched nothing this year. The steamship of 2,500 tons, for the Pacific Mail Steamship Company, which was commenced more than a year back, is still unfinished on the stocks, and is the only vessel in the yard. GEORGE STEERS.

Launched.

June 15 .- Yacht Julia, 90 tons, for James M. Mr. S. also repaired the yacht Una this season.

On the Stocks. A pilot boat for Mr. Wm. J. Murphy, a New York pilot. She is a very handsomely modelled vessel, of 107 tons, which is a high tonnage for her class,

being 18 tons larger than any other pilot boat affoat. Her dimensionaare:—length on deck, 81 feet; beam, 21 feet; depth, 7 feet 6 inches.

A clipper ship for Napier, John tons, to be commanded by Capt. Michael Gregory. She is 41 feet long on the keel, 314 beam, and 164

GEORGE COLLYER.

Launched. In March, the steamer Bay City, of 600 tons, for California.

June 24-A schooner of 300 tons, 106 feet long 30 beam, and 9 deep, for parties unknown.

A schooner of 250 tons, for Charles Clark, of Jersey City. She is 100 feet long, 28 wide, and 81

JESEMIAH SIMONSON.

Launched. May 28-Steamer Plymouth Rock, of about 1,500 tons burther, for the Stonington line; machinery

from the Allaire works. On the Steeks. Steamship Magnolia, 1,200 tons burthen, 225 feet

long. 32 beam, and 25 wide. Steamship Ariel, 1,600 tons, 250 feet long, 33

beam, and 28 deep.

Both these vessels are intended to run in Commo dore Vanderbilt's Independent Line, to Aspinwall, in conjunction with the North Star, now running, connect on the Pacific with the Uncle Sam and Yankee Blade. The Allaire works supply the machinery for both vessels.

ABRAHAM C. BELL. Launched. Jan. 28.—Ship Robert L. Lane, of about 1,100 ons (C. H.), for Lane & West. On the Stocks.

Ships Confederation and Switzerland, of the same ions as the R. L. Lane, and for the same par-Clipper ship Adelaide, of 1,800 tons, for Thomas

Wardle. She has three decks, is 205 feet long on the keel, 42 beam, and 28 deep. Schooner Loyal Scranton, of 400 tons, for Med Scranton & Tallman, to be employed in the Savannah trade. She is 112 feet long, 28 beam, and 121

Schooner Louise, of 400 tons, for Messrs Lane & West, of the same dimensions, for the Mobile trade,

WILLIAMSBURG YARDS. THOS. STACK.

Launched. Jan. 7 .- Bark Chanticleer, of 350 tons, for M. M. Freeman & Co. May 2.—Bark Ilva, of 360 tons, for Maitland

Phelps & Co. May 20.—Brig Emma, of 287 tons, for H. K. Corn-June 17 .- Bark Clara, of 750 tons, for Wakeman

Dimon & Co. On the Stocks. A bark for Wm. B. Whitehead, of 600 tons, 140

feet long, 31 beam, and 12½ deep.

Bark Rebecca, for M. M. Freeman & Co., 350 tons. 115 feet long, 26 beam, and 12 deep. Will be launched during July. A brig for Henry Delafield, of 190 tons, 95 feet

long, 241 beam, and 9 deep. A brig of 289 tons, for Gomez, Wallace & Co. She is 115 feet long, 26 broad, and 10 deep.

Mr. Stack is also rebuilding the clipper ship White Squall into a three-masted schooner, to ton about

ARIEL PATTERSON. Launched.

Mr. Patterson has launched, this year, the ship Francis B. Cutting, of 1,000 tons, owned by E. D. Hurlbut & Co., and now in the Antwerp trade.

Also, in May, the three-decked ship Jeremial Thompson, of 1,818 tons, for S. Thompson & Nephew's line of packets. She is 218 feet long, 43 beam, and 29 deep.

On the Stocke. The ship City of New York, of the same tonnage and dimensions as the Jeremiah Thompson, for Kingsland & Sutton.

A schooner of 250 tons, for Minor H. Keath, for the general freighting business.

> GREENPOINT YARDS. WM. PERINE.

Jan. 14.—Brig Ciudad Bolivar, in the South Am can trade, of 400 tons. Owned by Harbeck & Co. March 2 .- Ship Sunnyside, of 800 tons, owned by Calvin Adems.

'March 15 .- Ship John H. Ryerson, of 1,100 tons, for E. D. Hurlbut's line of Antwerp packets. April 6 .- Ship Henry Harbeck.

On the Stocks.

Clipper ship Francis A. Palmer, of about 1,700 tons, for E. D. Hurlbut & Co. She is 195 feet long on the keel, 40 beam, and 28 deep. Will be launched about the middle of July.

A ship of 1,700 tons, 190 feet long, 42 beam, and

29 deep, for Nesmith & Sons. Three ships, of 1,500 tons each, for Chas Sagory &

Co., intended for the New Orleans business. Their dimensions are alike, viz.: 180 feet on the keel, 37:6 beam, and 24 deep. The first is expected to be launched in August, and one on each of the following two months.

A ship of about 1,800 tons, for C. Harbeck & Co.,

for the general trade. She will be 200 feet long on the keel, 43½ beam, 29 deep.
Mr. Perine has also just commenced another ship for Harbeck & Co., of 1,700 tons burthen, for the

general trade.

Launched.

April 21.—The mammoth steamer Metropolis, for

the Fall River route. As a notice of this huge vessel has previously been given, it is but necessary to say that she tons 3,778 on deck, and 2,300 below the guard deck. Her registered tonnage is 3,200 tons. She is 350 feet long, and the cylinder of her engine is 105 inches in diameter. The report is current again that Capt. Jas. Comstock, the popular commander of the steamship Baltic, will have charge of this vessel. The machinery is from the Novelty Works.

This firm also launched in February, the steamer Nelly Baker, of 400 tons, now plying between Nahant and Boston.

On the Stocks.

A steamboat, of 400 tons, for the Fall River Co. Her length is 172 feet on deck, 25 beam, and 9 deep, and will be fitted with a beam engine by Messrs.

Pease & Murphy.

A steamboat, of about 800 tons, for Mr. James L.
Day, for the Mobile and New Orleans mail service on Lake Pontchartrain. Dimensions: 265 feet on deck, 32 beam, 10 deep. Machinery by Pease & Murphy. A steamboat, of about 900 tons, for New Haven,

owned by Captain Peck and others. She is 300 feet on deck, 37 beam, and 12 deep, and will be fitted with a beam engine by Guion and Boardman.

A steamboat, for New Bedford, owned by Jos. Grinnell and others, of about 450 tons. She is 186 feet on deck, 27 beam, and 9 deep, and will have a beam engine from Cunningham & Belknap's foundry.

This firm has also a steamboat under way, of about 760 tons, for parties unknown. LAWRENCE & FOULKS.

The only vessel this firm has launched this spring was the steamtug Young America, in March, of 170 tons, now employed at Albany. George Birkbeck & Co. put in her engines. On the Stocks.

Launched.

A steamboat for the Norwich and New London route, of about 1,700 tons. She is 325 feet long, 42 beam, (76 over all.) and 18 deep. The Morgan Works are building her a beam engine, with a 76 inch cylinder, 12 feet stroke.

A steemboat of 170 tons, for towing purposes, 115 feet long, 22 beam, 74 deep. Machinery by George Birkbeck & Co. A steemboat for the Hou ton street ferry,

about 400 tons. She is 136 feet long, 32 beddeep. Machinery by George Birkbook & Co.

umboat for the Catakill ferry, of about 125 tons burthen, owned by Mr. C. Beach, pro-prietor of the Catskill Mountain House. She is fitted with an oscillating engine, from the Allaire Works.

In April a small towboat for P. Morris & Co., for harbor duty, of about 60 tons.

On the Stocks. A bark for Mesars. Funch & Meincke, of about 500 tons burthen, intended for the north of Europe trade. She will be launched in about a month, Dimensions :- 140 feet long on deck, 31 beam, and 20 wide.

A barge of about 200 tons, for the Delaware and Hudson Canal ; Capt. Chas. Coigate, owner. EDWARD P. WILLIAMS.

Launched. A schooner of 300 tons, for the Wilmington trade, owned by Dollner & Potter, and another of the same tonnage, for Capt. Baker, of Boston.

On the Stocks. A bark of 750 tons, 150 feet long on the keel, 32 eam, and 19 deep, for Dollner & Potter. Mr. W. has the hull of the clipper ship Great Re public lying at his yard. It is advertised to be sold

by auction on the 12th July. JOHN T. WILLIAMS. Launched.

January 10.- A bark of about 600 tons, not yet named, for Messrs. Dunham & Dimon. Nothing on the stocks.

ECEFORD WEBB.

Launched. May 20 .- A ferry boat of 300 tons, for a New Bedford company. June 2 .-- Clipper ship Stingray, of about 850 tons, for Wakeman, Dimon & Co.

On the Stocks. A bark of 350 tons, for Moses Taylor, to be employed in the Havana trade. She is 115 feet long on deck, 28 beam, and 12 deep.

> HOBOKEN YARDS. CAPES & ALLIBON.

March 12.—Schooner Chas. G. Waterbury, 200 tons, for Capt. W. Cook and others.

May 12.—Propeller Marshall Nye, about 220 tons, now running between Haverstraw and New York. June 18.—The propeller Potomakia, of 360 tons, for the New York and New Bedford trade.

June 13.—Propeller Acorn, of about 200 tons, to run between Boston and Sandwich. Messrs. Hogg & Delamater supplied the machinery

for each of these steamers.

Messrs. Capes & Allison have nothing on the stocks. ISAAC C. SMITH AND SON.

Launched. March 3 .- Sloop Olympia, of 55 tons, owned by her builders.

March 21.—Steamboat Ocean Wave, of 300 tons for the Middleton and Shrewsbury Transportation Company. Machinery by Birkbeck, Furman & Co. April 27.-A steamboat for the Southern rivers. of about 60 tons. Machinery from the same foundry. May 20.-Clipper ship Tejuca, of 470 tons, for Wm. A. Sale, Jr.

June 24.- A steamer for the Hoboken ferry, of about 500 tons. Machinery by Cunningham, Belknap & Co.

A steamboat, built after the elliptic patent of J.

K. Howe, as an experimental tugboat for the harbor. She is 200 tons burthen, and owned by W. N. Dougherty.

RECAPITULATION.

Total launched in 1864 44 82 9 6 14 1 1 The following is a comparison of the amount of tonnage on the stocks at the close of 1853, with that at the present time:-

Difference in favor of 1854............... 3,794 During 1853 the whole number of vessels in New York was eighty, of all classes, and measur ing 56,644 tons. As all the vessels now building will probably be launched by the close of the year, the new tonnage set affoat in 1854 will exceed that of 1853 by upwards of 29,000 tons, and this figure

may possibly be further increased by the completion of other vessels not yet commenced. statesman, merchant and mechanic-as evidence of the continued and rapid progress making in a branch of industry that has done so much to advance the commerce of the country and open the eyes of the world to the enterprise and genius of the

American mechanic. Our Havana Correspondence.

HAVANA, June 22, 1854. Mr. Thrasher's Plan for Revolutionizing Cuba-Revolution Not so Near as is Supposed-The Creole Race the Willing Slaves of Tyranny-The Black Warrior Affair-What is to be the Action of our Government?-New Line of Steamers between Havre, Liverpool, and Havana—Is Cuba to be Conquered or Purchased?—Festival of Corpus Christi—The "Intermarriage" Circular—Picture of the New Cuban De-

I have perused the letter of Mr. Thrasher, addressed to Mr. Bennett and published in the New Orleans Picayune, in which he writes about having "a little plan of his own" for revolutionizing this island, and asks for assistance to enable him to

purchase the Spanish army.

I am not in the confidence of Mr. Thrasher, and therefore have not any knowledge as to what his "little plan" may be, but I am a close observer of the "signs of the times," and of the course of events in Cuba, and do not hesitate to express my conviction that this island is not, at the present moment, as near a revolution as she was last autumn. and that each day that passes she is becoming less and less so. The Creoles are a miserable and dispirited race. They have become so used to oppression and tyranny that they bow their heads meekness at each fresh torture inflicted upon them. Upon my earlier acquaintance with the Creoles of Cuba I confess I had arrived at a different opinion respecting them. I knew they were tyrannized

Cuba I confess I had arrived at a different opinion respecting them. I knew they were tyrannized over by the Spaniards, and from their expressions of hatred of the Spanish race, their love of freedom, and their determination to strive to shake off the bonds with which they were and continue to be oppressed, I felt that a revolution was near at hand; but, alas! for poor humanity, I have lived here long enough to ascertain that these high sounding expressions were mere wind, for I have seen torture upon torture added to their grievous burdens, and not alone has there not been struck a single blow for freedom, but the complaints against injustice, which erst were uttered so boldly, are now scarcely murmured forth in whispers. As to "purchasing the army," as written about by Mr. Thrasher, that I consider to be a matter more easy to talk or write about than to achieve, and I will assign some of the reasons which have led me to arrive at this opinion.

I presume Mr. Thrasher's intention is not to buy every individual officer and soldier now in Caba, but simply the commanding officers of the several regiments. This, though it may seem an easy task, yet I fear will not in reality prove so, because the risk of detection would be so great, and the punishment that would ensue upon discovery would be so terrific, and so certain of being indicted, that it scarcely appears reasonable to suppose that an entire class of men, such as those now the subject of consideration, could be bought for any sum of money that could be offered them. Let it not be supposed, from what I have written, that I entertain a very exalted opinion of the officers of the Spanish army in Cuba, for each is not the case; as soldiers and fighting men I believe them to be despicable, but yet I consider the amor patrix glows too brightly in their breasts to permit them to sell for money this island, the brightest of the appendages of the Spanish crown. It therefore follows that I would rather meet such men as enemies in a fair field of battle, where I shoul

they would receive my money, and then, proving false to their piedges, would betray me.

From the tenor of the proclamation of the President, it would almost seem that we are not to have any further steps taken to obtain reparation from Spais for the numerous injuries and insults she and her authorities in the island have inflicted upon the citizens and offered to the flag of the United States. Is such indeed the case? I can scarcely bring myself to believe it, or that the remission of the \$6,000 fine imposed upon the Black Warrior is to be received as a sufficient atonement for the gross outrage perpetrated upon that ship. I refer to that circumstance especially, not, perhaps, because it is a more grave offence against the law of nations than many others that have been consummated by the government of Cuba towards the United States, but because it is of the most recent occurrence, and has transpired during my residence in Cuba, and I am consequently fully cognizant of all matters pertaining to it. The general opinion entertained here in relation to the modified tone of the President's proclamation is, that there are some diplomatic negotiations in progress, which, it is hoped, will terminate in the cession of this island to the United States. I fear the "wish being father to the thought" leads to this conclusion in the great majority of instances. I believe, if Cuba is ever to be the property of the United States, she is only to be won by fair and hard fighting; and that as Spain, or rather Cuba, has recently offered the most gross insult to the United States, che present is the "accepted time" for justice to bare her right srm, and do battle for the cause of liberty. What opportunity can be more favorable, now that France and England, having a powerful enemy to contend against nearer their own coasts, can neither spare ships nor men to fight for Spain' It may be though that the President is desirons of awaiting the return to the United States of the fleets from the Mediterranean and Japan. This may be a prude

for five years. This has not the appearance that any idea is entertained by these merchants that Cuba will change owners within the period mentioned.

The Isabel, from Charleston, brought the intelligence have of the settlement of the Black Warrior affair, by the remission of the \$6,000 fine, and that negotiations were in progress for the sale and purchase of Cuba at Washington. If the outrage committed upon the Black Warrior has been so easily settled, unless Cuba forthwith becomes the property of the United States, not only will it be impossible for Americans to sojourn or reside here, from the continued insults that will be eternally offered them, but it will be found that outrage upon outrage will be heaped upon the stars and stripes, until at length farther forbearance will be impossible. If Cuba can be purchased, it will of course put an end to the evil; yet I am free to confess that in my humble opinion she might be readily obtained without the sacrifice of so large an amount of treasure as must necessarily be paid for her; perhaps, however, it may prove convenient to the Secretary of the Treasury to get rid of the superabundant millions of overplus revenue which accumulate so quickly upon his hands. The Spanierds here, however, to a man, assert that the report that any such negotiations are in progress is utterly untrue. Their pride will not permit them to believe that Cuba is to be sold. Conversing, last evening, with several acquaintances, (Spaniards;) they all agreed with the idea expressed by one of them, "that Cuba might be gained by conquest, but not hy money."

A recent number of the Diario de la Marina, in writing of the purchase of the Island of Sacote from the State of Honduras, for the purpose of a railroad, uses the following significant words:— They must take care that God Almighty does not permit the American eagle to become so powerful as to rive the Spaniards out of house and home."

Thursday last, the 15th inst., was the sacred festival of Corpus Christi. There was one of the most grand

colored people together, between the civil and ecclemantical authorities, I have resolved, after hearing and consulting his Highness the Pretorial Audience,—
Let the existing legislation be carried on without any restsetions, only those established by law for people under sge, whose marriage shall be suspended until my superior resolution is had, and according to law, when any nobleman pretends to join a woman of another race.

any nobleman pretends to join a woman of another race.

All which I communicate to your knowledge, so as to let you understand that it is not necessary henceforth when white and colored people cesire to be married together that the customary license which was asked and obtained from the Captain-General for these cases; and by these determinations the way of marriage will be more open to people's accommodation, and will also prevent men and women living together without being lawfully married, as they have been doing for a long time, pretending they were waiting to obtain the license from the authority.

I communicate this to yeu by order of E. T. S., the Archbishop, so that you will know and observe these rules in the church under your care, and I request you to acknowledge the receipt of this circular.

God preserve you meny years.

HAVANA, May 29th, 1854.

(Signed) VELALIO.

(Signed) Would it be believed had we not seen it with our own eyes, that within two days after the date of this circular, the Marquis de la l'ezuela should have authorized a denial of any such orders having been issued? Yet such is the fact. But a Spanlard, I am told, does not consider it an insult to be proved a liar.

told, does not consider it an insult to be provel a liar.

There is a report in circulation that the numbers of the negroes and mulatto soldiers are to be doubled; I walked out to the Punta the evening before last to see them drilled. There were about a hundred and fifty of them, and such a set of trembling wretches I never before beheid. They are not yet entrusted with muskets. One of the blackest of them shook like a man suffering from ague. Firme diabolo! "Fe firm, you devil," was the word of command given him by the officer who was drilling the company. Such soldiers! I fancy I see them now, running away helter skelter, upon an enemy coming into sight.

POUGHEREPSIE.

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Defermed into sight.

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OUTRAGROUS ASSAULT.—As two gentlemen named Potter and Guassius, residents of West Troy, N. Y., were riding through Cohoes on Sunday, in the afternoon, they were stopped by some Irishmen, and white hat, which one of them wore, was taken from his head and trodden upon by the Irishmen, remarking at the same time, that they supposed he was a "damned Know Nothing." Some, if not the entire of the party, were arrested, and committed by Squire Phelps for examination yesterday. The assaulding party are supposed to be from Wateford.—Albany Register, June 27.